

Project Status

Project Schedule

2001

Nisqually earthquake shook Puget Sound

2002

Alternatives for environmental review selected

2002-2005

Design work begins

2006

- Supplemental Draft EIS
- Draft Construction Transportation Management Plan

2007

Final EIS

2008

- Record of Decision
- Begin utility relocation

2010

Begin SR 99 construction

Funding

Immediately after the 2001 Nisqually earthquake, WSDOT made \$3.5 million in earthquake repairs to keep the viaduct safe and functional. The project currently has \$2.4 billion in committed funds to replace the viaduct and seawall. Anticipated funding could provide an additional \$2.6 billion. Anticipated funds may depend on legal, institutional, or political actions, or the amount available may be uncertain. These funds include:

- Federal—Future Transportation Funding Reauthorization, Emergency Relief Funding, Army Corps of Engineers (seawall)
- Regional—Regional Transportation Investment District, Washington State Sales Tax Rebate, Tolling
- Local Funds—City of Seattle (COS) Public Utilities funding, Port of Seattle Capital Improvement Plan, Open Space funding, COS Transportation funding, and a COS Local Improvement District. Several of these funding sources are only available if the viaduct is replaced with a cut-and-cover tunnel.



Since the Nisqually earthquake, federal and state funds have been necessary to keep the viaduct in working order.

Contact Us:

- Visit [www.wsdot.wa.gov/projects/viaduct](http://www.wsdot.wa.gov/projects/viaduct)
- Email: [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)
- Leave a message on the project information line at 206-269-4421
- Write:  
Alaskan Way Viaduct and Seawall Replacement Project  
c/o Washington State Department of Transportation  
999 Third Ave, Suite 2424  
Seattle, WA 98104

Americans with Disabilities Act & Title VI information

**Americans with Disabilities Act (ADA) Information:** Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Molly Edmonds at (206) 267-3841 / [EdmondM@wsdot.wa.gov](mailto:EdmondM@wsdot.wa.gov). Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

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The Alaskan Way Viaduct & Seawall Replacement Project

08.06

A Project of Regional and National Significance

Replacing the Alaskan Way Viaduct provides benefits to the regional, state, and national economy. The viaduct and SR 99 provide an essential transportation corridor that is vital for the expected future population growth. A new structure will be safe in an earthquake and ensure that people and goods will be able to move throughout the region quickly and easily.



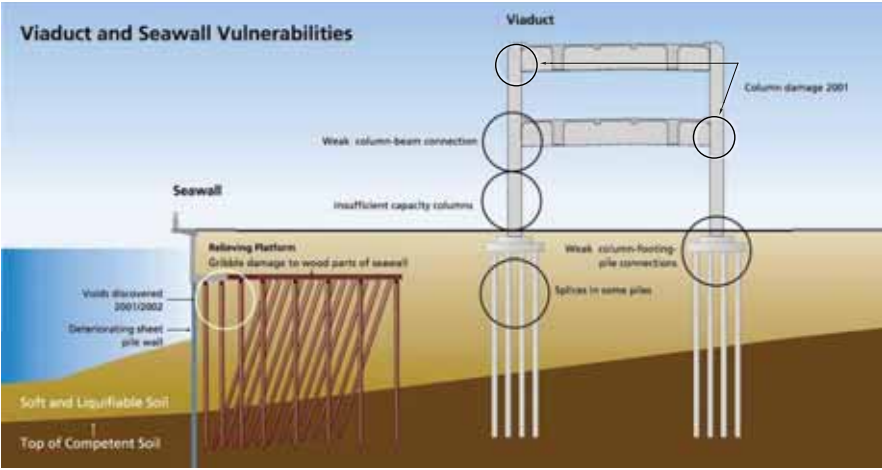
An Urgent Need: We Must Act Now

The 53-year old viaduct and 72-year old seawall were damaged by the Nisqually earthquake in 2001. The earthquake shortened the life of the viaduct.

- The viaduct has moved four times since the Nisqually earthquake in 2001.
- Neither the viaduct nor the seawall can withstand another earthquake.
- Weight and lane restrictions have been imposed on trucks and buses.
- Marine borers known as gribbles are eating the seawall.



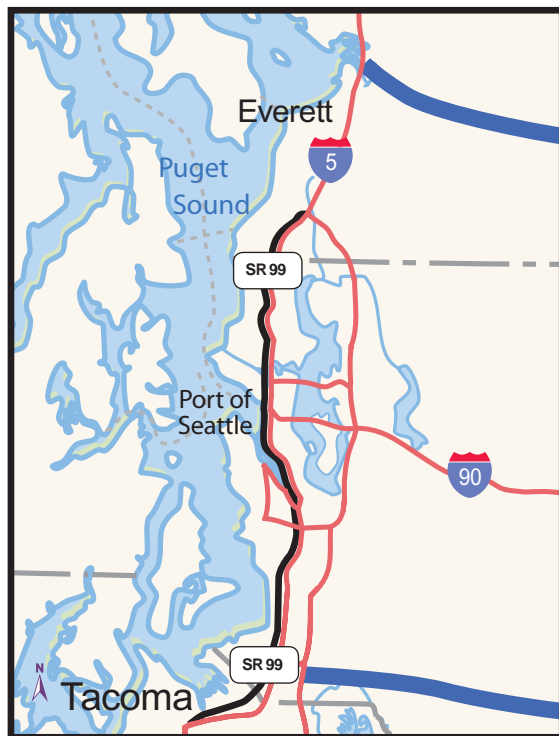
The disappearing seawall



Viaduct and Seawall at Marion Street

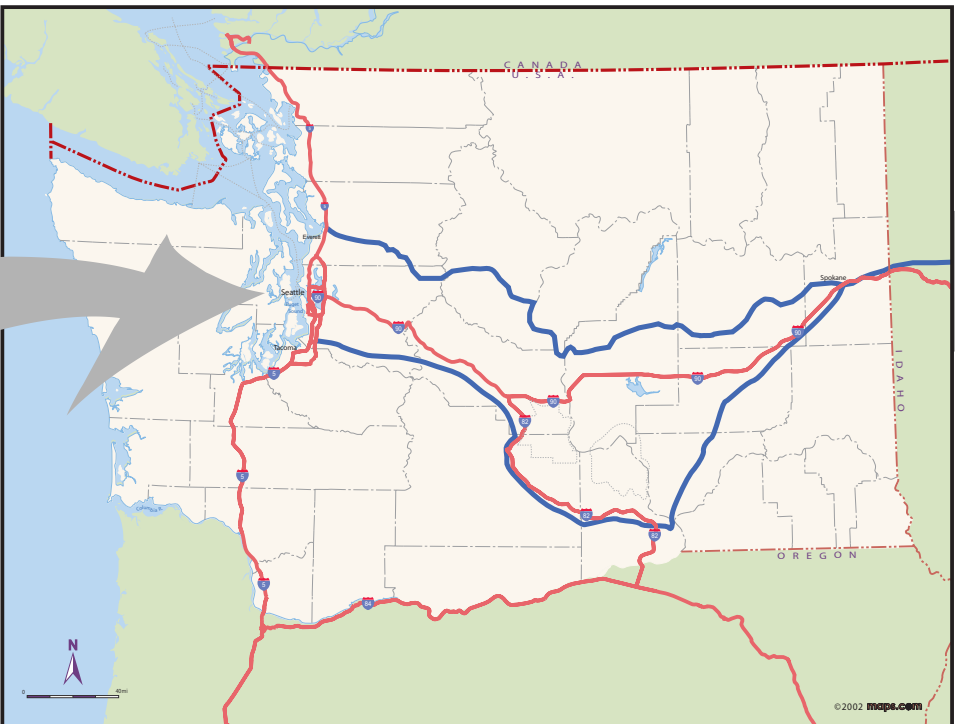
# The Alaskan Way Viaduct and Seawall are Critical Links to the National Freight System

**Map Key:**     SR 99     other truck routes     rail routes



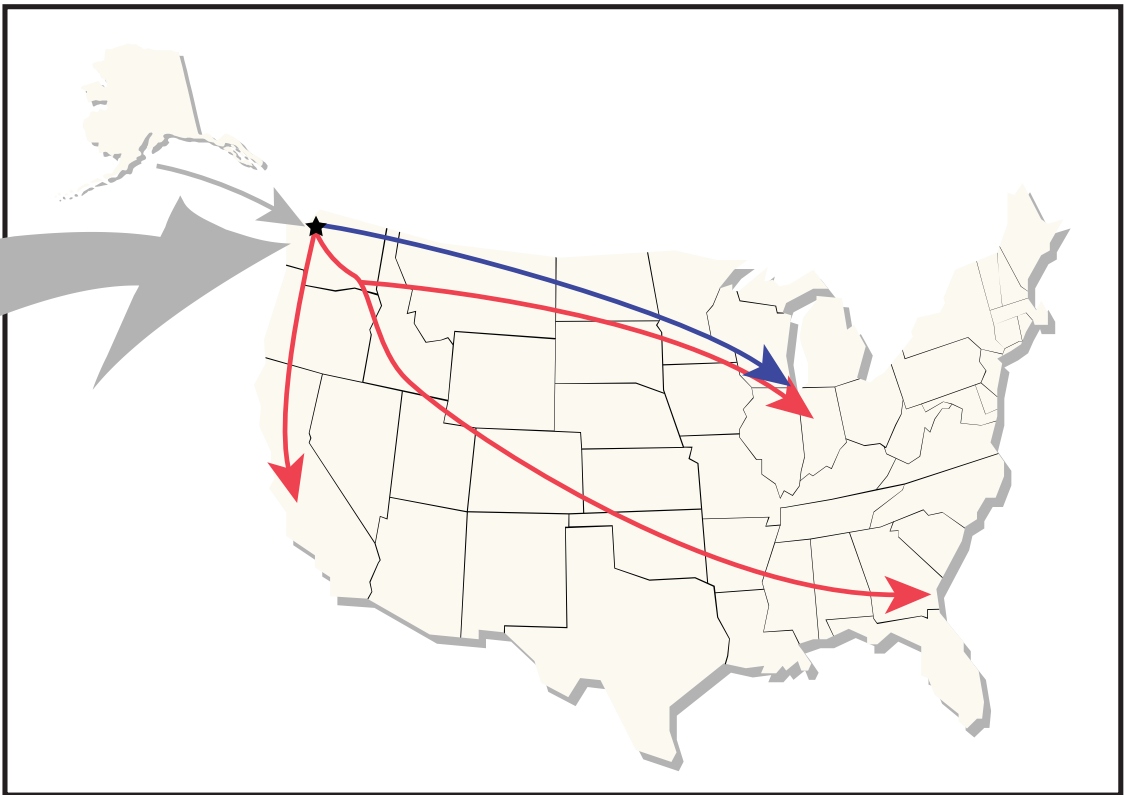
## Puget Sound Region

The SR 99 corridor provides critical truck and rail access to the Port of Seattle.



## Washington State

The Stevens Pass and Stampede Pass railroad lines link to one of only five lines connecting the West and East Coasts.



## National

The Puget Sound region is one of the largest port operators in the country.

## The Viaduct and Seawall are Critical Links to the National Economy

- More than \$100 billion of international cargo moves through the Puget Sound region.
- Seventy percent of the freight moving through the Puget Sound region is destined to the Midwest and East Coast.
- The UP and BNSF rail lines run within 100 feet of the seawall and connect to the Stevens Pass mainline. They both service regional ports and international freight.
- Loss of port or rail operations would result in a loss of freight capacity in the Western U.S.
- The Puget Sound region accounts for seven percent of the nation's international trade.
- Over 110,000 vehicles and 26 trains use or pass through the SR 99 corridor every day.
- Port operations support more than 18,000 regional jobs and generate over \$107 million in local and state taxes each year.

## Replacing the Viaduct and Seawall Now Will Prevent Major Disruption Later

### Regional and Statewide Benefits of Replacement

- Maintains a critical north-south transportation corridor which is the only comparable alternative to I-5.
- Keeps freight and people moving between major transportation arteries.

### National Benefits of Replacement

- Maintains rail service through Seattle which carries goods to and from the rest of the country.
- Prevents interruption to freight infrastructure and costly delays in delivery and shipments.
- Improves circulation into and around the Port of Seattle, maintaining its status as one of the country's largest Port operators.